

CONGRESS.

From the Pittsburg Dispatch.

WASHINGTON, JAN. 13.
SENATE.

Mr. Cass' resolution calling for information touching the Squire's treaty, was taken up and passed.

The senate then took up Mr. Gwin's bill proposing the construction of a Railroad from the Mississippi river to the Pacific. Mr. Gwin made a long speech in its favor. Mr. Seward urged action in the matter. Mr. Cass favored the project. Mr. Butler opposed the bill. Mr. Rusk supported it. Various amendments were proposed when the matter was postponed until Monday.

HOUSE.

The House took up the bill to prevent frauds on the Treasury. Various amendments were adopted, and the House adjourned without coming to vote on it.

WASHINGTON, Jan. 14.
SENATE.

John M. Clayton, Senator elect from Delaware, appeared and took his seat.

Various private bills were passed, when the Senate went into executive session on the nomination of Mr. Badger for the Supreme Court.

The session was suddenly interrupted by the announcement of the death of Senator Upham of Vermont.

The Senate then adjourned.

HOUSE.

The bill to prevent frauds on the Treasury, and prohibiting members of Congress and officers of the General Government from prosecuting claims was passed, yeas 134, nays 23.

The House then took up the bill to prevent the issue of small notes in the District of Columbia, which was amended, and the House adjourned without passing it.

Legislature of Virginia.

The Southern Era says:—The Legislature is doing very little just at this time, not more than half the members being in attendance. The richest thing of the session was the complaint uttered by a member the other day. Said he, "I don't think the members understand this question as there were some in the committee who did not, although I expatiated upon it for hours." What a funny man he is. He said this seriously.

SENATE—January 11.

BILLS PASSED.

Amending the charter of the Central Bank of Virginia.

Concerning the Merchants' & Farmers' Bank of Clarksburg.

Concerning the Eastern Lunatic Asylum. The bill appropriates \$7,000 for the purpose of repairing granaries, &c. The vote was—yeas 23; no—Mr. Cowan, 1.

THE CALENDAR.

All the bills on the calendar were advanced a stage.

Adjournment.—Mr. Mason offered the following joint resolution, which, under the rule lies over one day:

Resolved, That when the Senate adjourn on the 3d of March, it will, with the consent of the House of Delegates, adjourn without day.

Military Institute.—The bill increasing the number of State cadets in the Virginia Military Institute, was called up by Mr. Paxton. Mr. Sheffield proposed an amendment thereto, and the bill was ordered to lie on the table.

HOUSE.—January 12.

Resolutions.—By Mr. Lewis—Of incorporating a company to construct a railroad from Clarksburg in Harrison county, to the Kentucky State line, at or near the mouth of the Big Sandy river.

Mr. Stuart, from the Committee of Agriculture and Manufactures, submitted reports on the petition of sundry citizens of Marion county, praying for the passage of a law for the better protection of sheep, by imposing a tax on dogs in said county; and on a resolution relative to the appointment of an Agricultural Chemist; also, the following bills: To incorporate the Putnam and Kanawha Mining and Manufacturing Company; Authorizing an inspection of tobacco at Salem, in Roanoke county; and a bill amending the 2d section of an act entitled "an act to incorporate the Liberty Mining Company," passed March 7th, 1854.

[Mr. Wellman moved that when the House adjourns on Monday, 28th February, it will, with the consent of the Senate, adjourn sine die, which motion was debated awhile, and indefinitely postponed.]

January 13.

Petitions.—The following were presented and referred to the special committees:

By Mr. Jackson of Gilmer & Wirt, —Of citizens of the county of Wirt, praying the appropriation of a sum of money for the purpose of constructing a turnpike road from Elizabeth in the county of Wirt, to intersect the Gilmer, Ripley and Ohio Turnpike, at or near Pennyquinn Hayne farm, on the West Fork of the Little Kanawha river.

By Mr. Arnett.—Of David Young and sundry citizens of Marion county, praying for an extension of the time in which to institute suit for damages

to his land, by the location of the Fairmont and Wheeling Road.

By Mr. Taylor—Of Jacob Ward, asking pay for extra services as Commissioner of the Revenue for the county of Randolph in 1852.

By Mr. Jackson of Doddridge and Tyler.—Of citizens of Pleasants county, praying the incorporation of a company to construct a rail road from some point on the North-Western Virginia Rail Road to Williamsport, in the county of Wood.

Atlantic and Pacific Rail Road.

The Washington correspondent of the N. Y. Journal of Commerce, after referring to the various projects which have been started for the construction of a railroad between the Atlantic States and our Territories on the Pacific coast, and the difficulties and objections connected with them, goes on to say:—

But, fortunately, a solution of all the manifold difficulties with which this question is surrounded, is found in the proposition which is about to be made to Congress by an association of enterprising engineers, capitalists and financiers of the State of New York.

This Association will be prepared next week, to submit to Congress, in a formal manner, a project which has already been brought to the notice of many members, and has been approved by them—for constructing "A military and post road from the Valley of the Mississippi River to San Francisco, in California, or other place on the Pacific Ocean." The company consists of men of the most enterprising character, and the largest wealth in New York. They are to be chartered as a Company by the New York Legislature.

Several agents of the association have already visited Washington and conferred with members of both Houses, and have been invited to bring forward their project.

Mr. Chatfield, Mr. McAlpine, and Gen. Clarke were here for some days, as agents of the association, and were probably among its principal projectors.

The details of their scheme are yet subject to some alteration; but, in a word, they propose to relieve Congress of all difficulty as to the location of the road, by selecting the route themselves. They offer to make the road within five years, and by that time to have it in complete operation. They ask of the Government no public lands except what may be necessary for the purpose of the road. They undertake to procure the assent of every State or States, within the boundaries of which the road may pass. They ask of Congress a loan of thirty millions, to be issued in five per cent. stock, and delivered to the Company, as they progress with the road, at the rate of fifteen thousand dollars a mile. Thus, upon the completion and furnishing with necessary apparatus for travel, fifty continuous miles, they are to receive stock to the amount of seven hundred and fifty thousand dollars.

The Company are to pay off the loan in thirty years, and in the failure thereof, Government is to take possession of the road and its appurtenances. The Government may also, at the end of twenty years, purchase the road and take possession of it, with all the appurtenances, on paying to the company the actual cost thereof.

The Company shall construct a single line of magnetic telegraph along the entire line of the Road, so as to be ready for operation on the completion of the road. The company is to carry messages of the Government without charge, and they are also to transport the mails of the United States, and mail agents, and troops, ordnance, military stores, naval stores, and supplies, Indian supplies, &c., free of charge to the Government.

Such is the outline of this bold and truly great and beneficial project;—and I have very little doubt, considering the auspices under which it is brought forward, that it is to be successful.

It is understood, however, that the Company have not designated or selected any route as yet, and may take the Missouri route, or Gov. Roane's route, or Gen. Rusk's route, or that which a Texas Company has designated from El Paso to San Diego, or, with the assent of Mexico, M. Du-pugnier's route, through Sonora.—They take the wide range of the Mississippi valley for a point of departure.

Wool in the United States.

The Economist says that by recent scientific researches on the part of Peter A. Brown, Esq., of Pennsylvania, it has been established that the United States can outrival the world in wool as in cotton. Thus Spanish sheep, yielding naturally wool 2,000 to the inch, carried to England degenerated to 900 to the inch, and brought to the United States recovered to 2,100; or finer than the original. The fact being at once established that our climate and soil produce finer wool than any other countries, will give our manufacturers inevitably the superiority in cloths, if the manufacturer is allied in his interest to the grower.

Omnibuses in New York.

It is said that there are in the city of New York the almost incredible number of upwards of six hundred and fifty omnibuses running upon some thirty lines, and owned by some thirty individuals or companies, one company owning sixty.

From the Alexandria (Va.) Gazette.

The Trade of the North-West.

The trade of the North-Western portion of Virginia ought to be central in this place. Alexandria is the proper and legitimate point for the reception and transportation of the products of that section of the State; and it is unnatural to see them carried into another State and used to build up cities there, to the injury of our own. The Richmond Enquirer publishes an article upon the resources of Marion county, as a specimen of what the North-West can do. "This little county lies on the Monongahela river, at a point to which steamboats only of the smallest denomination can ascend, and their only during the spring and fall freshets. The produce of that county was hitherto carried by flat boats down the river to Brownsville and Pittsburgh, in Pennsylvania, to which places a considerable traffic in lumber will still be continued. From Fairmont (the county seat) to Baltimore, is a distance of three hundred miles, and the railroad between the two places crosses the great Allegheny range of mountains. Yet, we see, from the fine spirit of the people, that transportation over these three hundred miles of railroad will work a revolution in the management of farms and the prospects of the farmers." In view of these facts, the Enquirer well asks: "What shall we say of Eastern members, who have driven almost the whole of North-Western Virginia (enough for a little sovereign State) with her great resources, into the lap of Baltimore, to the privation and impoverishment of their own seaport towns? Where is Alexandria? Is she not one of the finest interior ports in the Union, and much nearer the county of Marion than Baltimore? So, indeed, is the whole of the North-Western section of Virginia. The two, three, or five hundred thousand dollars worth of trade from Marion might just as well be poured into Alexandria, and the profit derived from its exportation or consumption contributed to the common stock of wealth at home as abroad. It would, at least, increase the aggregate amount of taxable subjects, if we could appreciate the connexion in a sense no higher. But the trade of Marion will be but the contribution of one among some eighteen or twenty counties, which together will send forth many millions of dollars annually. The profit which Baltimore will derive from the business of North-Western Virginia alone will, in less than ten years, be sufficient to build a road across Virginia in any practical direction." Ought not these reflections to excite the attention of the public mind, instantly, to the serious consideration of some connection between Alexandria and the North-West, some railroad which will give a large section of the State a communication, in trade, with a Virginia town?

Heirs of Girard.

It is stated, that the heirs of the late Stephen Girard are making an effort to obtain possession of the estate now in possession of the city of Philadelphia. The heirs have filed a bill in equity in the Circuit Court, and have commenced actions of ejectment in that Court and in the Court of Nisi Prius. This is not the first attempt made by the heirs to obtain this immense estate.

A Printer's College.

The New Hampshire Patriot, the leading Democratic paper at Concord, says the printing office of that paper has been the graduating school of a Governor, a Senator in Congress several Representatives to Congress, many editors some ministers, and many other young men who have filled at various times, numerous responsible stations in the community.

BALTIMORE, Jan. 14.—The mail is through from New Orleans. The New Orleans papers have Tampico dates to the 27th.

The revolution was spreading with unexampled rapidity over Tamaulipas and the adjoining States. The defection had reached the regular army, and leading officers had pronounced in favor of the revolutionists. Among these are Col. Olanova, Col. Craig and Col. Tenorio. The papers are filled with accounts and pronouncements. El Tamaulipico confidently pronounces the government of Arista as doomed. Juan Jose de la Garcia, the provisional Governor of Tamaulipas publishes an address in which he justifies the revolution. Col. Mija, and Vega had joined the revolutionists and within a few days, a force of 1,500 men would be organized under the command of these chiefs, and would march and occupy San Luis and other states of the interior.

WASHINGTON, Jan. 14.

The Republic says it is generally believed that Mr. Hunter has refused the office of Secretary of State, because Mr. Dix is included in the Cabinet.

WASHINGTON, Jan. 13, 1853.

The recently prepared prepaid postage envelopes have been rejected by the department; the contractors are to furnish better specimens by the 1st of February.

PHILADELPHIA, Jan. 14.

Benjamin Benjamin, a young man who was married in New York on Wednesday last committed suicide today by hanging himself. The alleged cause is the discovery that his wife was a lunatic.

THE MIRROR.

"Praise where we can, and censure where we must."

MORGANTOWN, VA.
SATURDAY, January 22, 1853.

EASTERN AGENCY.

Mr. C. PIERCE, No. 48, South Third st., Philadelphia, is one of our most obliging and attentive Agents.

Mr. W. CARR, Third street, opposite the Exchange, Philadelphia, is also our Agent for that City.

See first page, for one of the best Domestic articles that you have read for many a day.

B. & O. Railroad Opening.

This event, so interesting to the citizens of N. W. Va. in general, and of Wheeling in particular, called together an immense concourse of people. The crowd that waited on Tuesday afternoon, at the Wheeling terminus, to see the excursion train arrive from Baltimore, was composed of not less than 10,000 persons—some estimates made it 20,000—of all ages, colors and conditions. The Editorial fraternity was well represented, there being about twenty in the crowd.

Through the polite attention of F. H. Pierpont, Esq., of Fairmont, and Mr. Latrobe, Chief Engineer of the road, we were 'chalked' through and back again. We preceded the grand 'caravan' of excursionists each way, by going out on Monday and returning on Thursday.

By the breaking of an axle of the locomotive, near Mannington, the excursionists were detained some hours, and did not reach Wheeling until two o'clock on Wednesday morning—long before which time the anxious crowd had retired to their lodgings.

The "excursionists" amounted to 450 or 500, among whom were Gov. Lowe, of Maryland, and 70 members of the Legislature of that State—President Swan, and the Directors of the Railroad, with many prominent citizens of Baltimore—Gov. Johnson and 40 members of the Va. Legislature—with many functionaries from abroad.

On Wednesday, at noon, a procession was formed at the new McClure House, and repaired to the Court-house, where an address of welcome was given by the Mayor, and responded to by Mr. Swan—after which able addresses were delivered by Governors Johnson and Lowe. The exercises were enlivened by music from two brass bands, and the whole passed off amidst the cheers and congratulations of the multitude.

On Wednesday evening the invited guests, to the number of 900, partook of a splendid supper, given by the City Corporation. The tables were spread in the second and third stories of a new and spacious edifice, called Washington Hall. At the close of the repast the company was entertained with toasts, speeches, &c., till a late hour. The brisk popping of champagne corks was our signal for retiring at 8 o'clock; which example was followed, it is said, by about 100 sober men out of the 900! It is much to be regretted that these public occasions are not allowed to pass off in a manner congenial to the refined taste of the community. Our public men are decidedly behind the great mass of society in their habits of dissipation and excess.

The occasion passed off without an accident, or any thing else, except the severe inclemency of the weather, to mar the enjoyment of the visitors. Great credit is due to the citizens of Wheeling, for the manner in which the rites of genuine Virginia hospitality were extended. The "clash-string" was out in every direction. It was our privilege to find a temporary home with Mr. John Gilchrist, sen. and his amiable family. Mr. G. takes special pleasure in introducing his guests to the numerous manufacturing establishments of the city, and to every thing else that is note-worthy. The incessant fall of rain and snow prevented us from visiting the establishments and making the acquaintance of the prominent business-men of the city; a pleasure which we hope yet to enjoy at no distant day.

Mr. Thomas Cole, a highly estimable citizen of this county, who lived on Cheat river, near Lee's Ferry, died suddenly, on the 19th inst. of apoplexy, while at work. A moment before, he seemed to be in the enjoyment of perfect health.

A protracted meeting has been progressing in the Baptist Church in this place for two weeks past. Fourteen candidates were baptized into its fellowship on Thursday last.

BOLD ROBBERY!

On Sunday morning last, between the hours of three and five o'clock, the store of Mr. F. DRAIN, on Walnut street, was entered by forcing the side door, wrenching the sash which secured the lock from the door-frame. Having entered, a man—safe in a corner near the door—was the object of their boldest depredations. Unable to find the key-hole, they set to work deliberately to remove the iron-facing from the safe, until they could unlock it, which they did not find that they "had their labor for their pains," as no money had been laid there. They then took all the more valuable jewelry from the show-case such as finger rings, breast-pins, &c., several watches, a brace or two of pistols, knives, and such other articles as they could best appropriate to themselves.

A lad, sleeping in the second story, heard them while forcing the safe, and seized the opportunity, when he heard them go down into the cellar, to run down stairs and give the alarm. In his fright, he left a candle which he had lighted, burning on a counter, which the burglars noticed in coming from the cellar, and made good their escape, before assistance could be had to arrest them.

Several circumstances united to fasten suspicion upon two men who came passengers in the boat of that night, and on Sunday morning passed was instituted by Constable Swindler, Messrs. Samuel Darnell and George Weaver, the latter two of whom succeeded in taking them thence, in the neighborhood of Smithfield, Fayette county, Pa. Their persons were searched, and the pistols were found in their possession heavily loaded with powder and slugs. They were brought to town on Monday, subjected to an examination before Justices, and committed to jail to await a further hearing.

The names of the persons arrested are Alvin B. Swartzell and Hiram Hersher. Since their arrest, early all of the stolen property has been found secreted under the hoie of Swartzell, in the vicinity of his rest.

PURE WINE.

We had a call, a few days ago, from Mr. Thomas White, who resides near Martin's Ferry, Belmont Co., a mile from Wheeling, Va., and is a vineyard of 6 acres, one-third of which is five years old, and who has turned his attention to the manufacture of pure wine, for medicinal and sacramental purposes. At our suggestion he brought on a few gallons of his wine for this market, which was purchased by Messrs. E. W. Toner & Co. to whom we respectfully refer the wishing to purchase the article.

Mr. W. has made 10½ barrels of wine, this season, from the young vine above referred to; and is prepared to furnish any reasonable quantity of thrifty roots to those wishing to plant vineyards or to decorate their gardens. See Advertisement.

SUSPENSION BRIDGE.

We had an opportunity of crossing for the first time, the other day, the Fairmont and Palatine Suspension Bridge. It is a noble and enduring as well as a beautiful structure—and a monument of the enterprise of the citizens, no less than the skill of the builders.

THE WALKER HOUSE, at Fairmont, although not as imposing in appearance as some of our flash Hotels, is not a whit behind the best of them in all the appliances that refresh and cheer the weary traveller. An attentive landlord and landlady—an amply furnished table of edibles tastefully prepared, with good beds, and prompt attendance—render this House a desirable stopping-place. Few who try it once will fail to repeat their visits as occasion is furnished.

The Streets of Fairmont, with the exception of Main street, are in a condition not to be described in plain English. To do justice to the subject the language should be deeply guttural! We saw two sturdy gentlemen engaged in an effort to assist a lady to pass from the cars to Main street; and if they hadn't their hands full we are mistaken. We would say to the Board of Trustees, very respectfully, do, gentlemen, go to work, and lay a plank-way, or dig a tunnel, or make any other imaginable improvement, that will enable a man, duly sober, to reach your business-street from the cars, without "fetching up" in a gutter. A person staying over night in your town, might perchance wish to call upon some of his friends residing there—but how can he do it? At whose risk shall he make an experiment so fearful?

One of the schemes to suppress the circulation of small notes now before the Senate of this State, proposes to make it the duty of the Commissioner of the Revenue to require of each tithable, under oath, whether he has passed small notes since the passage of the act, and if he has, to impose a fine of ten dollars for each offence, for the benefit of the Commonwealth.—A Mr. Smith, Senator from Norfolk county, is believed to be the author of the scheme. It is so supremely ridiculous, that we know of but one paper in all the State that has given it any countenance, and that one is the Richmond Enquirer.—Exchange.

Long life to Mr. Smith!—(it is our old friend John, we presume)—and success to his scheme of finance. Put it through, and you will raise a fund sufficient to pay off the State debt, and raise a monument to the memory of Mr. Smith!

The Wellsburg Herald says:—The Iron Suspension Bridge over the Elk river in Kanawha county has been completed. This, we believe, is the second of the kind in the State.

No, Sir, it is the third, at least. There is one over the Cheat river in Preston county, and one at Fairmont, across the Monongahela. We know of none in Eastern Virginia.

The following remedy for discharges of the Lungs, is prescribed by Dr. J. Winter, of Wheeling, Va.:

Take 2 oz. Peach kernels,
2 " Iceland Moss,
2 " ground Guaiacum,
Put in two quarts of water and boil down to one quart in a tin or copper vessel; strain off, and sweeten with loaf sugar. Drink frequently, say a table-spoonful, five or six times a day.

TENPERANCE PETITIONS.

The County Central Committee, appointed by order of the Staunton Convention, will collect together all the Petitions in their respective counties, send them to the undersigned State Central Committee, at Staunton by the 25th of January, inst., about which time we intend leaving to present them to the Legislature.

LUCIAN MINOR,
S. K. TAYLOR,
R. H. GAMBILL,
PIKE POWERS,
J. CROSS,
State Central Committee.

All the papers in the State are respectfully requested to copy.
Staunton, January 3, 1853.

FOR THE MIRROR.

Buckhannon, Upshur Co.,
January 5th, 1853.

Mr. Editor:—I am happy to inform you that the Order of the Sons of Temperance of this place is in a flourishing condition, and our number is steadily increasing. The Order here has passed through a fiery ordeal, and all the usual impediments thrown in the way we have had to encounter—yet the star of "Temperance, Benevolence and Brotherly Love" shines forth in all its translucent light, to guide the deceived, and miserable, to the haven of repose and safety. On last evening, we had the pleasure of opening the mystic circle to receive several talented and influential young men, among whom was the Editor of the "North-Western Observer," and if the hands in that Office, quite a brightly looking set of fellows, I assure you; and they passed through all the evolutions as nimbly as old tactics, and delight was visible in every countenance.

There are several others to be initiated at our next meeting, notwithstanding the strenuous efforts which a put forth by the rascals in this County to sustain Prince Alcohol.

Yours, in L. P. and F. P.

Fast Young Men.

As stated that a failure took place in New York, of a firm in the dry goods trading trade, whose capital had been year since \$12,000, and whose liabilities are \$390,000. The personal expenses of the two members of the firm given at \$37,000 for eleven months, or three times the whole capital of the business. These persons were known as "very smart young men" to the trade, and were favored by the older ones, from their supposed abilities to fill a large quantity of goods. This kind of "smartness" is generally all on the surface, and is prevalent (says a letter from New York) to some extent.

Churches in the West.

It is stated that a sum, not less than fifty thousand dollars, is to be raised for building churches in the West, by various congregational bodies through the country. The New York Express says that on Sunday last the collection in D. Cheever's church amounted to about one thousand five hundred dollars, and in the tabernacle to no more than one thousand dollars.

Affairs in Cuba.

Recent events state that confidence is entirely restored in Cuba, that business is prosperous and promising in different branches. One of the most satisfactory evidences of this is the facility and abundance with which money has been offered for the construction of railroads and other enterprises.

PITTSBURG CORRESPONDENCE.

PITTSBURG, JAN. 18, 1853.

Dear Mirror:—I have found out, before this present writing, that to write a weekly letter, that would be considered readable or interesting to the mass of your readers, is a task rather beyond the abilities of your particular friend. I might, it is true, from our local police records, and the thousand and one petty incidents that make up the aggregate of city variety, write a lengthy weekly epistle, but I am not so verdant as to suppose that such details would be read with interest in your "halliwick." Therefore, when I fail to write you may put me down as regarding the old adage, "when you have nothing to say, say nothing."

Gossip is busy in every quarter on the subject of the incoming Administration—making out Cabinets for the President elect—each section pushing up the men whom they would like the President to honor. I can see but one end likely to be accomplished by these cabinet makers, and that is the satisfaction it may be to them to see the names of their favorites in print in connection with cabinet honors, before a real one shall be appointed. Gen. Pierce will relieve his friends of the anxious solicitude they seem to manifest in his behalf, on this subject, on or about the 4th of March next, until which time they must be indulged in their speculations.

I doubt not you have heard before this of the railroad accident by which the lives of President Pierce and lady were greatly endangered, and that of their only son, lost. He was buried at Andover, on the 10th inst. in presence of a large auditory, who sympathized with the bereaved parents.—The President is rapidly recovering from the injuries he received, and Mrs. P. has been restored, in some degree, to calmness and resignation.

The Floridians, it would seem, are not yet done with Indian troubles.—The Governor of Florida has sent his message to the Legislature, informing its members that the Seminole Indians have refused to emigrate, as was expected of them, and asks for power to call out a force adequate to the protection of the frontiers, and to co-operate with the General Government in any emergency which may arise in the anticipated rupture between the citizens and savages.

A new scientific invention is beginning to make some noise in the world, which if successful in accomplishing the projector's aim, (and it has stood the test of experiment), will prove a great affair in its benefits to the commercial and manufacturing interests generally. It is the substitution of caloric or heated air for steam, as a propulsive agent. It has been lately put to the test of propelling a pioneer ship, and has been proven to be perfectly practical. The name of Capt. Ericsson is destined to be enrolled alongside those of Fulton and Fitch, if indeed the benefits of his invention may not yet entitle him to a rank above them. I append a pair of paragraphs, on this subject, clipped from a morning paper:

"The object of it is the production of mechanical power by the agency of heat, at an expenditure of fuel so exceedingly small; that man will have an almost unlimited mechanical force at his command, in regions where fuel may now be said hardly to exist."

"Ericsson's theory of heat is altogether in opposition to the received notion that the mechanical force produced will bear a direct known proportion to the quantity of caloric generated; and that the power exerted in our best constructed steam-engines is nearly the measures of that effect."

"The two important points in Ericsson's invention are economy and safety. An Ericsson engine is kept in motion by one-fifth the fuel it would take to drive a steam engine of the same power. There is no danger of an explosion, no fear from fire, from any of the many accidents to which steam engines are liable. A person may travel in a Caloric ship without a fear of being blown up, boiled or roasted by an excited, rash or incompetent engineer."

The question of the Mayorality is at length settled, and it did not turn out to be quite as much "mixed up" as I intimated in my last letter. It was a party matter, to a greater degree than I had anticipated. Mr. Biddle, editor of the Commercial Journal, is elected by a very neat majority. The following is the vote:

Biddle, whig, 1,887
Guthrie, democrat, 1,563
Foster, free-soil, 252
Cooper, Native American, 209
Biddle's maj. over Guthrie, 319

I did not get down to Wheeling to attend the Railroad Opening, but as I understood that the "Mirror" was represented in the person of its senior editor, I shall look for the promised sketch of the elephant, "drunk" and all, from his profligate pen. Some of your delegates passed through here on their return, preferring the steamboat to the rail-car. I understand that one of them, at least, is partial to rearing travelling; but that's none of my business! What a "scraps" that was!

I think of nothing further of interest to communicate at present.

Yours, &c. Duquesne.

SALE OF STOCKS.

Reported for the Mirror.

Corn Planter, par.
Seed Sower, 20 per ct. prem.
Bridge, no go!
Slackwater, on the advance.
Independence Railroad, pooling up.